



Port Community Information Bulletin # 23-03
Marine Safety Office (813) 228-2189
Tampa, Florida

Effective Date: May 23, 2003
Expiration Date: TBD

Fantasy Class Vessel Traffic Protocol

Fantasy Class vessels provide service to the Port of Tampa in accordance with a vessel traffic protocol developed by the Tampa Bay Harbor Safety Committee and accepted by the U.S. Coast Guard Captain of the Port. This PCIB supercedes and cancels PCIB 03-03 Fantasy Class Vessel Traffic Protocol.

The Fantasy Class vessels arrive at "T" buoy at 0200 for a 0200– 0400 start up depending on traffic with an expected docking time of 0730 with the exception of Sundays. On Sundays the start up window will be 0330-0530 with an expected docking time of 0900. The departure window will be no earlier than 1600 and no later than 1730 under favorable weather conditions. The Fantasy Class Vessels must notify the Vessel Traffic Information System (VTIS) no later than 1400 with a departure time for that day. Any deviation more than 30 minutes from that day's established departure time moves the Fantasy Class Vessel departure time in line with other traffic that has reported in to the VTIS. If the Fantasy Class Vessel departure time is delayed due to some exceptional weather circumstances, the Fantasy Class Vessel will be given the opportunity to reestablish its departure time. Any deviation more than 30 minutes from the reestablished departure time moves the Fantasy Class Vessel in line with other traffic that has reported in to the VTIS.

All vessels should give the VTIS 24 and 4 hour notice prior to arrival at the sea buoy or 4 and 2 hour notice prior to departure from a berth. Vessel operators who foresee a conflict with scheduled Fantasy Class movements must contact the VTIS to plan movements.

All transits of the Fantasy Class Vessels will be one way with no meeting or passing between Mullet Key Channel buoys 23/24 and the Tampa Port Authority berth 272 unless the other vessel's draft allows it passage outside the channel or by mutual agreement between vessel master/pilot.

The use of Gadsden Point Cut Channel may be used for the Fantasy Class Vessels to meet opposing traffic (no hawser tows unless the tow agrees to depart the channel) when forecast sustained wind is predicted to be 15 knots or less and reasonable visibility (no fog or heavy rain) is predicted.

It is essential that all affected vessel traffic adhere to the vessel traffic protocol. This protocol will remain in effect until rescinded by the U.S. Coast Guard Captain of the Port or until Fantasy Class Vessels no longer call on the Port of Tampa.

J. M. FARLEY
Captain, U. S. Coast Guard
Captain of the Port

